

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 12:02 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 387 Const Calendar Day: 423 Date: 01-Aug-2013 Thursday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 04-Mar-14 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 60 - 70 12 PM 70 - 80 4PM**Precipitation** none**Condition** Clear & SunnyWorking Day ☒ If no, explain:**Diary:**

Dispute

paint & IERBYS

Thursday, August 1, 2013



Today was my first day back from vacation; therefore, I spent the better part of the morning in reading e-mails and trying to get caught up. Laraine Woo filled in for me during my two-week hiatus and she told me that the foundation pour was scheduled for Saturday. Furthermore, she mentioned that the Conco workers are out on the site installing reinforcing bars.

With Laraine tending to IERBYS, I directed my attention to the painting issues that were of importance prior to my departure. At the top of the list was the emulsion on the suspender ropes that was to be cleaned by the paving contractor OC Jones and prior to my departure it was an on-going issue. I had sent e-mails to Warren, Mahmoud, and Brian regarding the potential problems on this issue. However, I was told that OC Jones finally accepted to turn the cleaning over to CCC and the repair was done and completed satisfactorily.

The other item of interest is the cracking of DTM on the elastomeric collars. We all saw that none of the collars exhibited any paint defects while in Blue or Gravel grey Noxyde. It remains to be seen as of this date the course of action that will be decided on these collars.

At about 12:30, I went to the job site where I stopped at EPP 40 where Mike Pardu & Chris Van Eck (QCs) in addition to Stuart Ross (QA) were inspecting Bill G. (CCC Painter) repair paint on the suspender ropes. These are areas on the suspender ropes where during the painting of had coupons attached with masking tapes. Mahmoud objected to the painters' repair for he told them that they were painting over Pegalink and need to build up the painting system. Mike argued that he was wrong and that the Noxyde had been applied already and he offered his knife for us to remove the paint for verification. Mahmoud was called to check the suspender ropes at EPP50 using a spider while Stuart & I remained at EPP40. Upon closer inspection of the ropes, I told Van Eck that looking at the SW rope it is painfully obvious that the suspender rope in question is in Pegalink ONLY. Also, I showed him a spot on the SE rope where one could easily decipher that there was no paint on the rope whatsoever. The color they had perceived to be that of BGN, was indeed a bare galvanizing on the suspender rope. Chris brought Mike back to the location and showed him that the repair was indeed not acceptable. They applied Blue Grey Noxyde on the three affected ropes. I told Chris that my big concern is the cleaning of the ropes prior to painting as they are quite dirty and I would like to see more effort in the cleaning of the ropes prior to painting.

I followed this inspection with the reconnaissance on the elastomeric collars (E/C) in order to determine the extent of the cracking of the DTM. It seemed that a good majority of the E/Cs were affected to varying degree, with some a lot more severe and obvious than others. During this inspection and while at WPPs 54, 56, & 58, I realized that the cracking of the DTM has also affected the suspender ropes and this will be reported back to Warren.



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For more details, please refer to Mahmoud Khandaghabadi's (CT Engineer) & Stuart Ross' (QA) report. The QC Mike Pardu was totally in the wrong in this instance and it was surprising that Chris was accepting of his decision.

For more detailed information and the CCC personnel's list, please refer to Mahmoud Khandaghabadi's & Ross Stuart's reports.

Since I am involved with the IRBYS improvement project, my involvement with paint has been reduced over the past month once the production painting of the cable system came to an end. I left the Bridge at about 14:30.

04-0120F4 Bid Item: 081 0-000-000.081 CLEAN AND PAINT CABLE SYSTEM

CERTIFIED COATINGS COMPANY

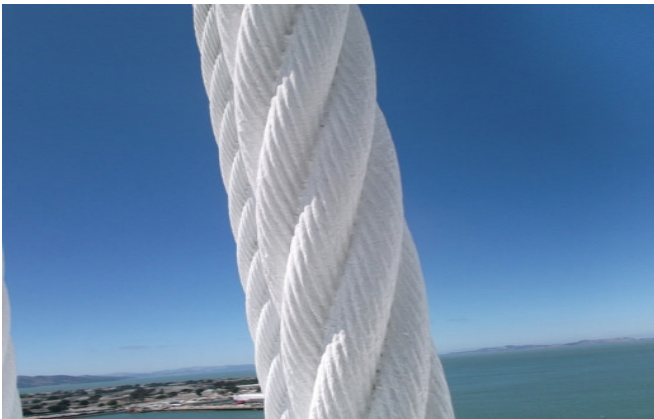
Attachment



EPP40-Paint Deficiency (3)



WPP54-PaintCrack



WPP56-PaintCrack



EPP40-Paint Deficiency (5)

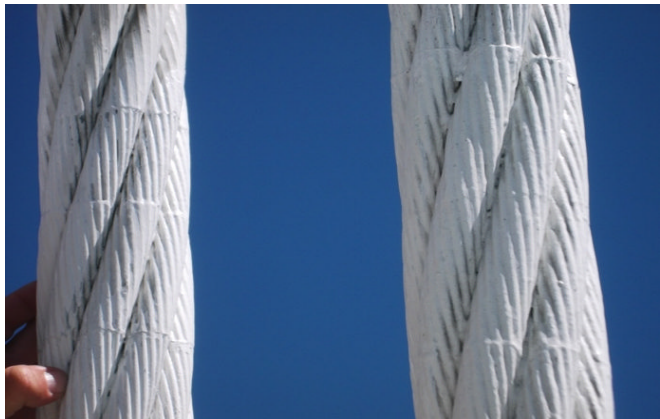
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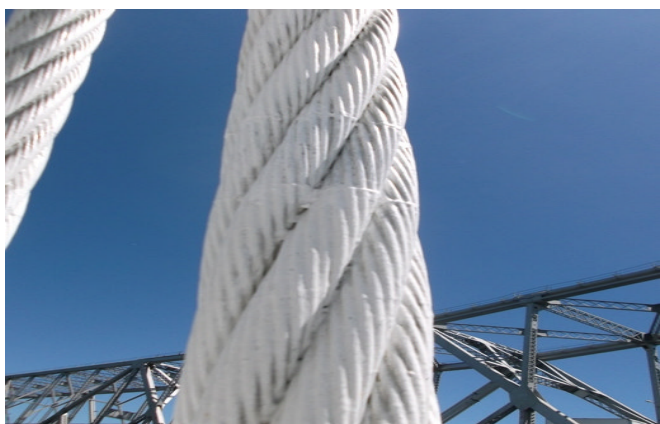
Date: 01-Aug-2013 Thursday



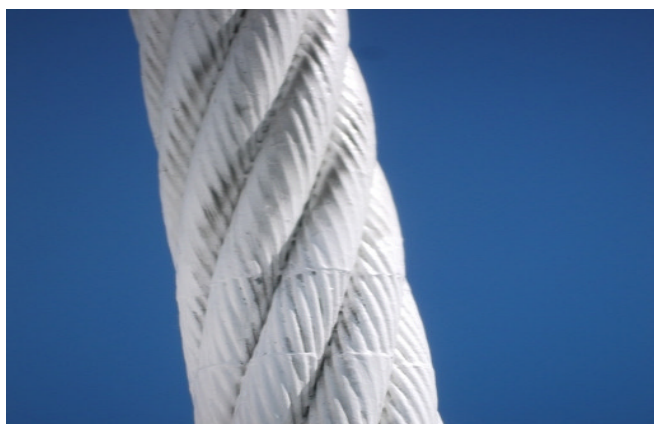
EPP40-Paint Deficiency (1)



EPP40-Paint Deficiency (6)



EPP40-Paint Deficiency (4)



EPP40-Paint Deficiency (2)